



Maryland Department of the
Environment

FACTS ABOUT: Clean Cars Legislative History

States' Legislation

1947 California authorizes
air pollution control districts
to control pollution within
the state

1959 California passes
state-wide legislation
limiting emissions

1961 California requires
emission control systems
on new vehicles sold after
1963

1969 California's Air
Resources Board sets
emissions standards for a
variety of pollutants,
including particulate matter

Federal Legislation

1955 National Air
Pollution Control Act
initiates a federal study
on the health effects from
smog

1963 Clean Air Act
provides limited federal
enforcement authority
over pollution from
automobiles

1965 Motor Vehicle Air
Pollution Control Act
Provides national
emission standards for
automobiles



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		<p>1970 Clean Air Act amendments creates strict emission standards for mobile and stationary sources and gave the EPA the power to set emission standards</p>
		<p>1971 The EPA sets National Ambient Air Quality Standards (NAAQS) for particulates, ozone, hydrocarbons, carbon monoxide, nitrogen dioxide, and sulfur dioxide</p>
<p>1975 California requires catalytic converters on all cars sold in the state</p>		<p>1975 Federal CAFE standards required an average fuel economy for cars of 27.5 mpg by 1985</p>
		<p>1977 Clean Air Act Amendments require a review of the NAAQS</p>
<p>1990 California Clean Cars Program adopts LEV 1 emissions standards with full implementation in 1994</p>		<p>1990 Clean Air Act Amendments provides a system of quantifying the pollution in urban areas and requiring more stringent pollution standards for areas with poor air quality</p>
		<p>1994 Federal Tier 1 new vehicle emission standards begin phase-in, with full implementation in 1997</p>



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	<p>1994 Low Sulfur Diesel required for use in on-road diesel. Reduced sulfur content to 500 ppm, down from a maximum of 5000 ppm before, resulted in a reduction in particulate matter emissions by up to 90%</p>
	<p>1995 First phase of Reformulated Gas Program (RFG) began. Required gasoline to be oxygenated, which reduced harmful emissions by 12%.</p>
<p>1997 California Clean Cars Program adopts LEV II emission standards with full implementation in 2007</p>	
<p>2000 Maryland passes the Clean Energy Incentive Act which provides economic incentives for purchasing clean power and transportation technologies through 2004</p>	<p>2000 Second phase of RFG program (RFG II) began, reducing harmful emissions by 19%.</p>
	<p>2004 Federal Tier 2 vehicle emission standards begin to be phased-in with full implementation in 2009, reducing vehicle emissions 77%-95%.</p>



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	<p>2004 EPA issued new NMOG and NOx standards for heavy duty trucks, requiring gasoline trucks to be 78% cleaner and diesel trucks to be more than 40% cleaner.</p>
<p>2006 California approves greenhouse gas standards for automotive emissions as part of its LEV II standards. Requires a reduction in GHG emissions of 30% from new vehicles.</p>	<p>2006 Ultra Low Sulfur Diesel Fuel (ULSD) begins phase-in from 2006-2010. Required sulfur content of on-road diesel fuel to be reduced to 15 ppm.</p>
	<p>2006 EPA developed new emission standards to take effect in 2007 for medium and heavy-duty vehicles. Standards reduced PM emissions beginning in 2007 and phased-in NOx reductions from 2007-2010. New standards will reduce truck emissions by up to 95%.</p>
<p>2007 Maryland adopts California's Clean Cars Program LEV II emission standards, with phase-in beginning in 2011. Provides a 90% reduction in harmful vehicle emissions</p>	<p>2007 Energy Independence and Security Act requires a fleet averaged fuel economy (CAFE standard) of 35 mpg beginning in 2020</p>
	<p>2009 EPA and NHTSA approve new GHG emissions standards with phase-in beginning in 2012 (Raises CAFE standard to 35.5 mpg by 2016)</p>



2011 Maryland formally begins implementation of Clean Car Program. All new vehicles sold in MD must comply with CAL LEV II standards

2009 California reforms CAL LEV II to allow compliance with new EPA GHG standards to be sufficient in compliance with California's GHG standards

2011 EPA and NHTSA extend National GHG emissions program to include 2017-2025 passenger vehicles (Raises CAFE standard to 54.5 mpg)

2011 EPA along with NHTSA adopt GHG regulations for medium and heavy-duty trucks for 2014-2018 model years. Provides a 9-23% reduction in GHG emissions and fuel consumption,

2012 California adopts CAL LEV III emission standards for 2015-2025 Model Year vehicles (Reduces smog forming pollutants and GHGs)



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